



English

Deutsch

Español

Italiano

Français

Engine D16C

Technical data TAD1641VE

Engine designation:

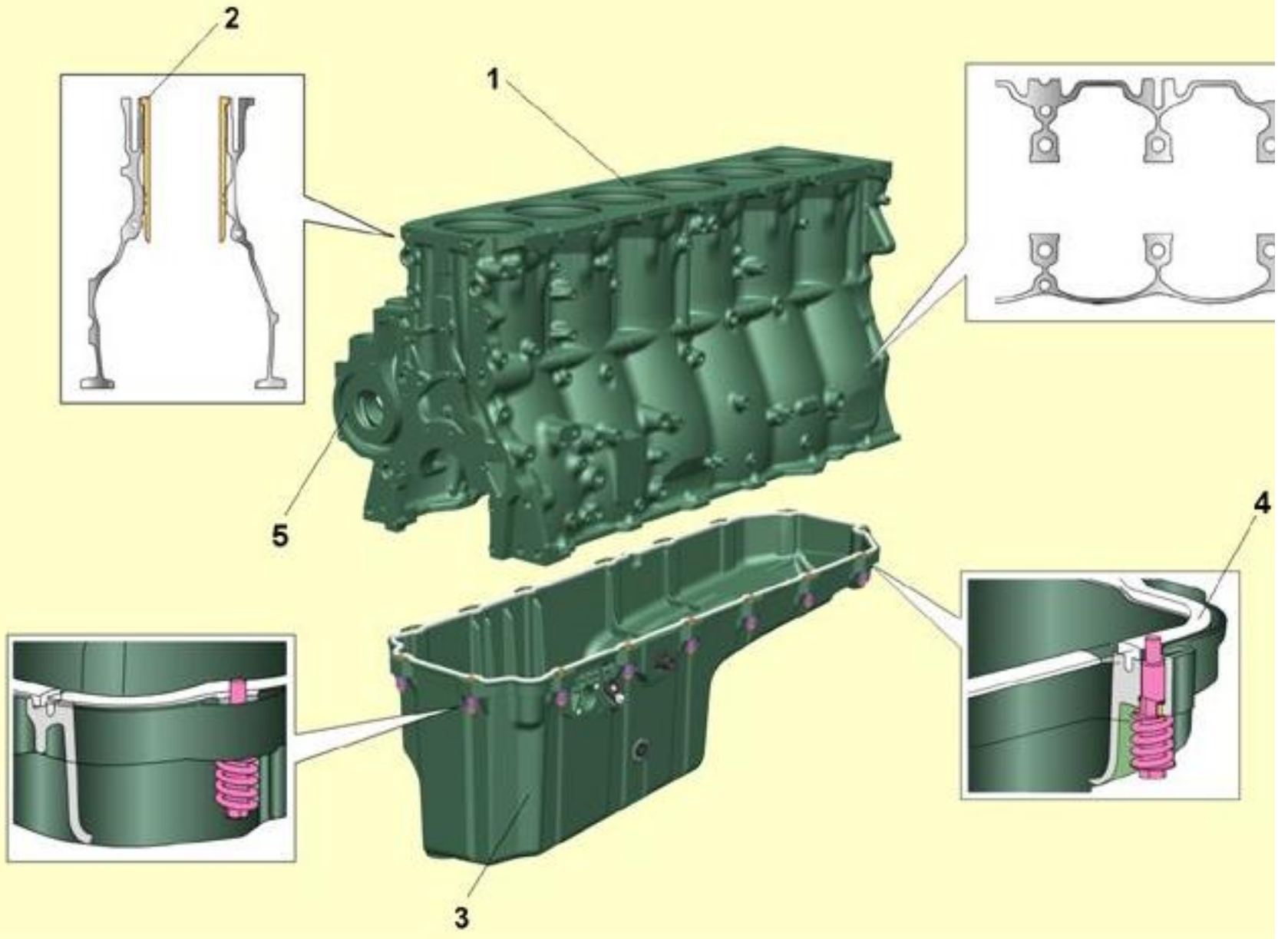
Performance.....420 kW  
Torque (1200 r/min).....2731 Nm  
Rated speed.....2600 rpm

Number of cylinders.....6  
Number of valves.....24  
Displacement, total.....16,12 l  
Bore.....144 mm  
Stroke.....165 mm  
Compression ratio.....17,5 : 1

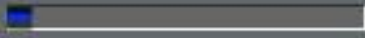
Dry weight, engine only....1440 kg  
Dry weight, power pack....1840 kg



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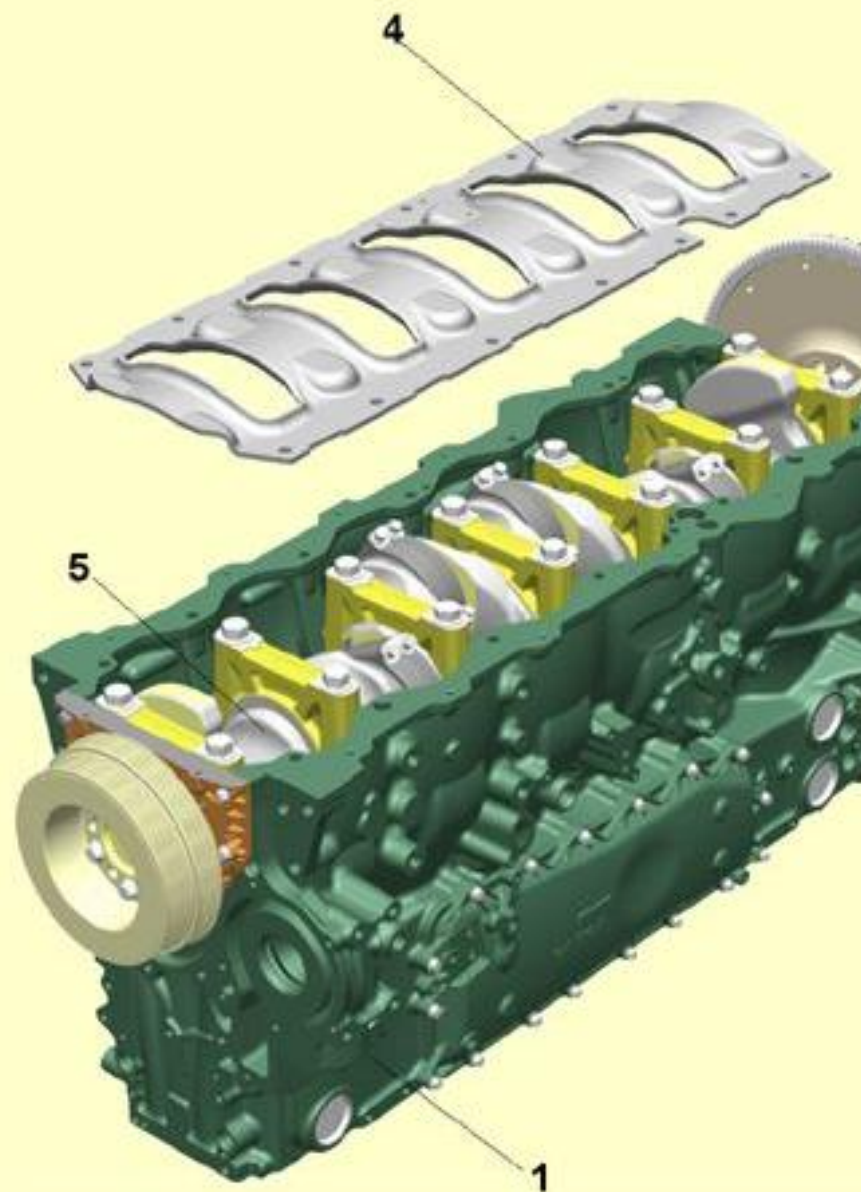
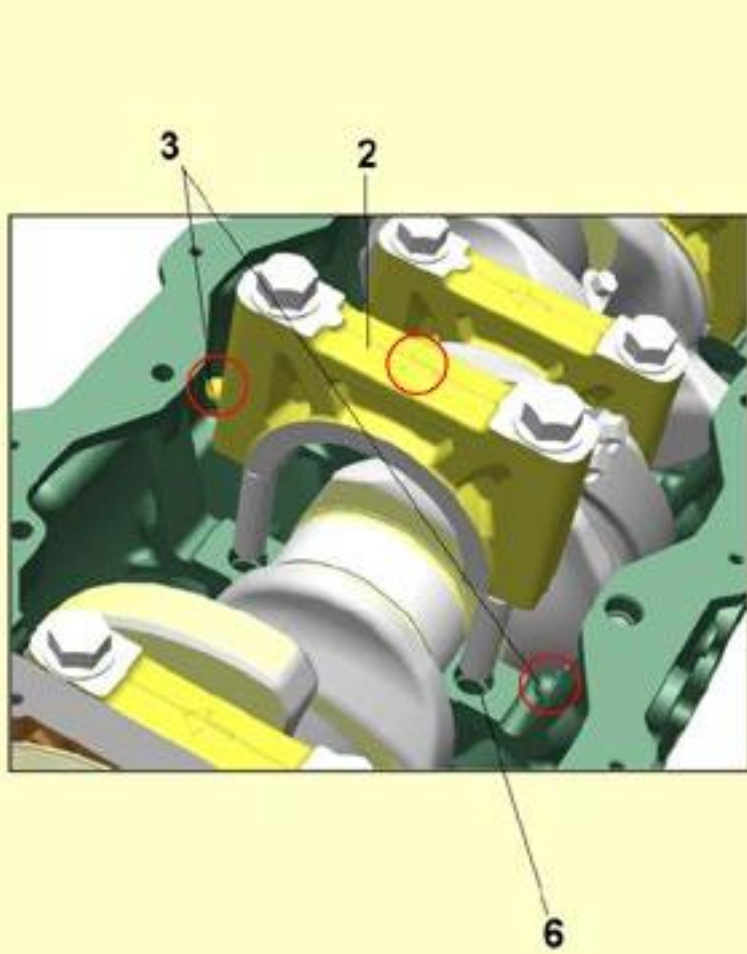


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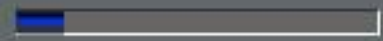


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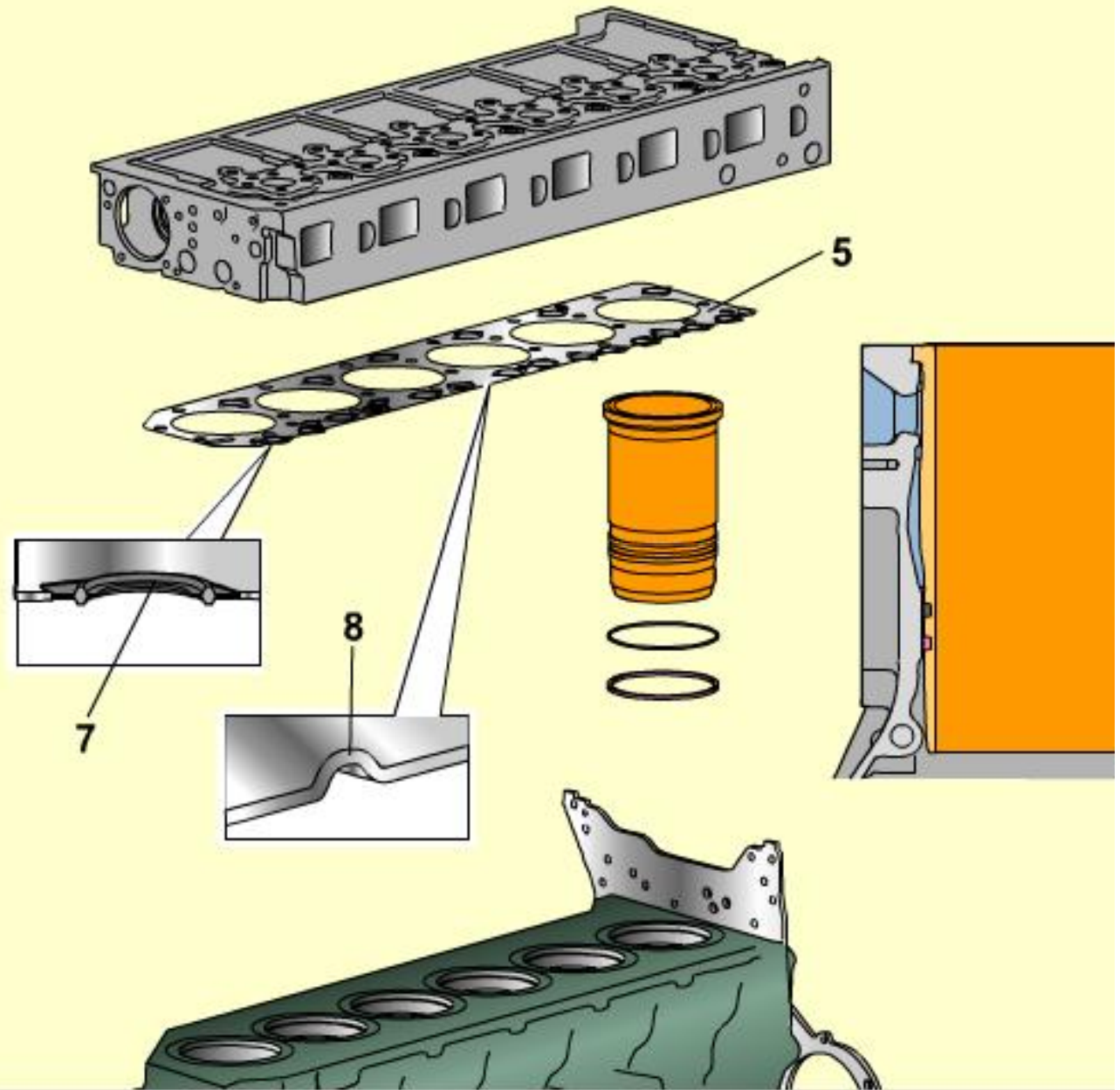


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## Cylinder liner and sealing joints

1. Cylinder liner
2. Sealing ring
3. EPDM sealing ring
4. O-ring
5. Cylinder head gasket
6. Coolant
7. Rubber seals
8. Convex embossing

The cylinder head gasket is one-piece solid steel for the whole engine. The gasket has vulcanized rubber seals for the oil and coolant passages. The gasket also has a number of pressed bosses that are used to protect the rubber seals in the cylinderhead gasket during assembly.



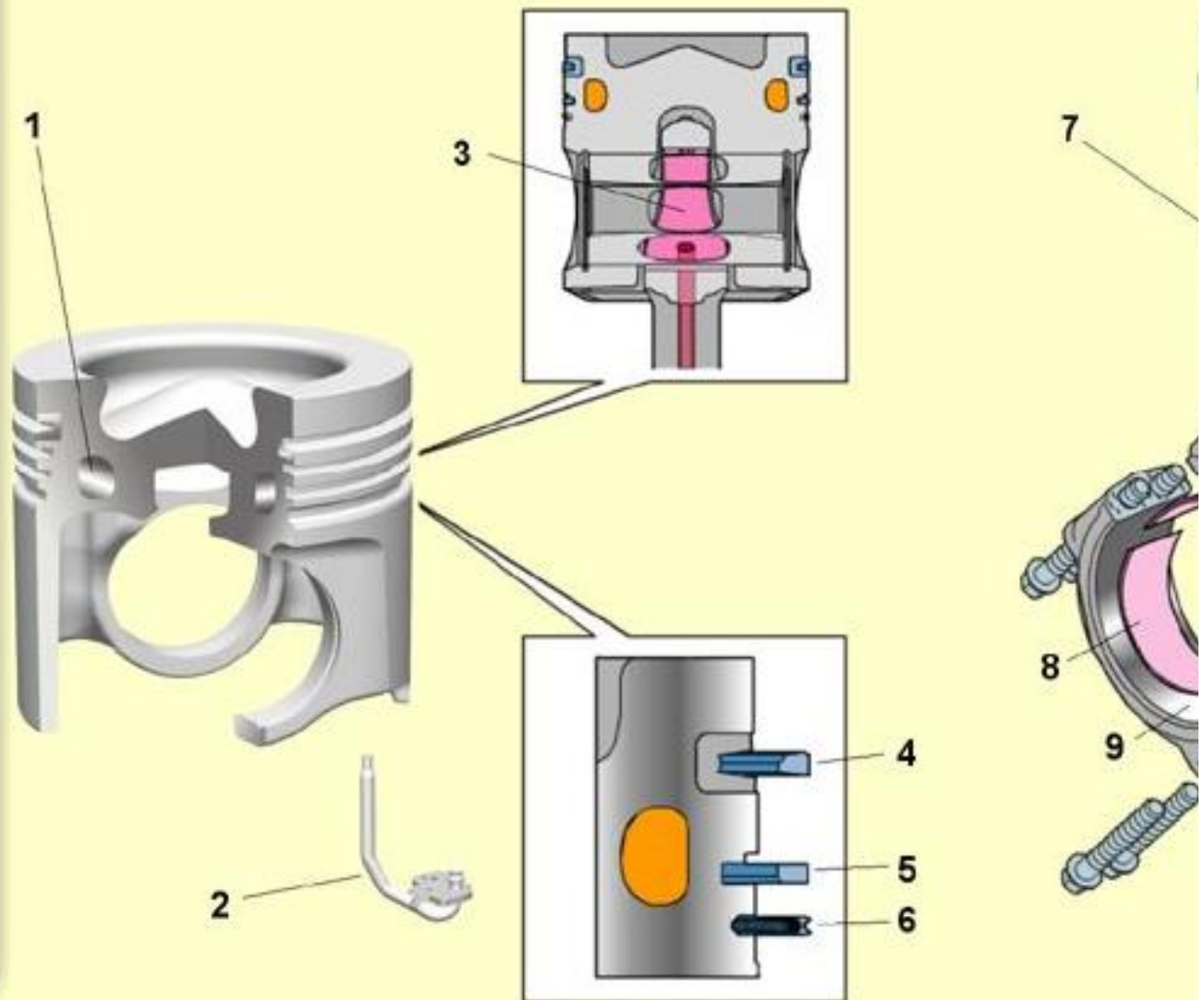
## Pistons and connecting rods

1. Cavity
2. Nozzle
3. Oil groove
4. Compression ring
5. Compression ring
6. Oil scraper ring
7. Connecting rod
8. Bearing race
9. Cap

The pistons are made of aluminum with cavity cooling using oil. Oil is sprayed up into a vertical passage in the piston via a nozzle in the cylinder block. The oil continues up to the circular passage in the piston crown.

The gudgeon pin bush is lubricated from oil grooves in the bushes.

The piston has three piston rings, two compression rings and one oil scraper ring.



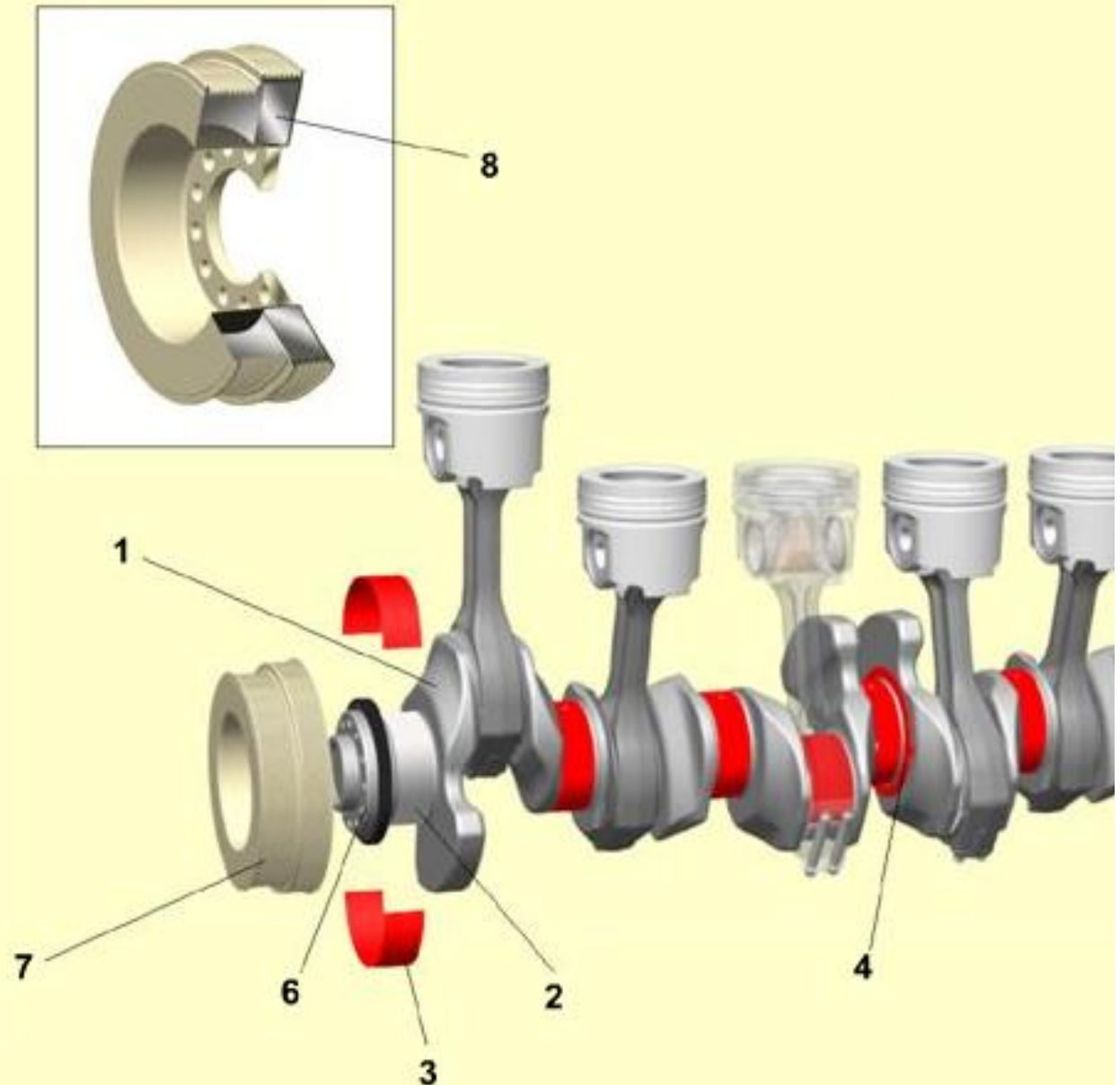
## Crank shaft

1. Crankshaft
2. Main bearing
3. Bearing cup
4. Axial bearing
5. Crankshaf gear
6. Hub
7. Oscilation damper
8. Steel ring
9. Fly wheel

The crankshaft is drop forged in one piece of alloy steel. There are seven main bearings and they are all hardened. The middle main bearing (4) also houses the axial bearing.

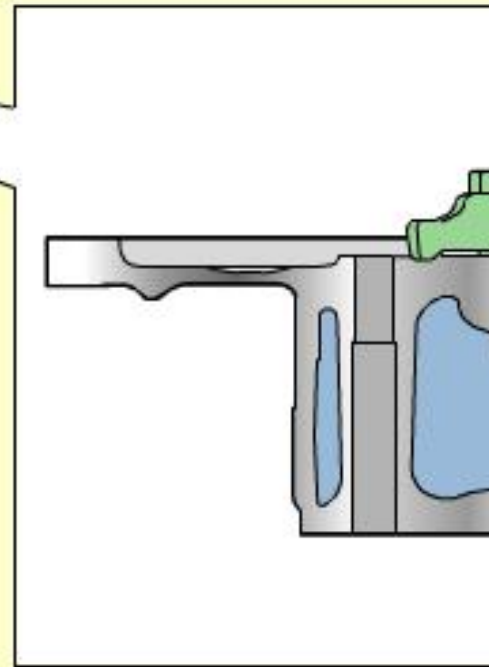
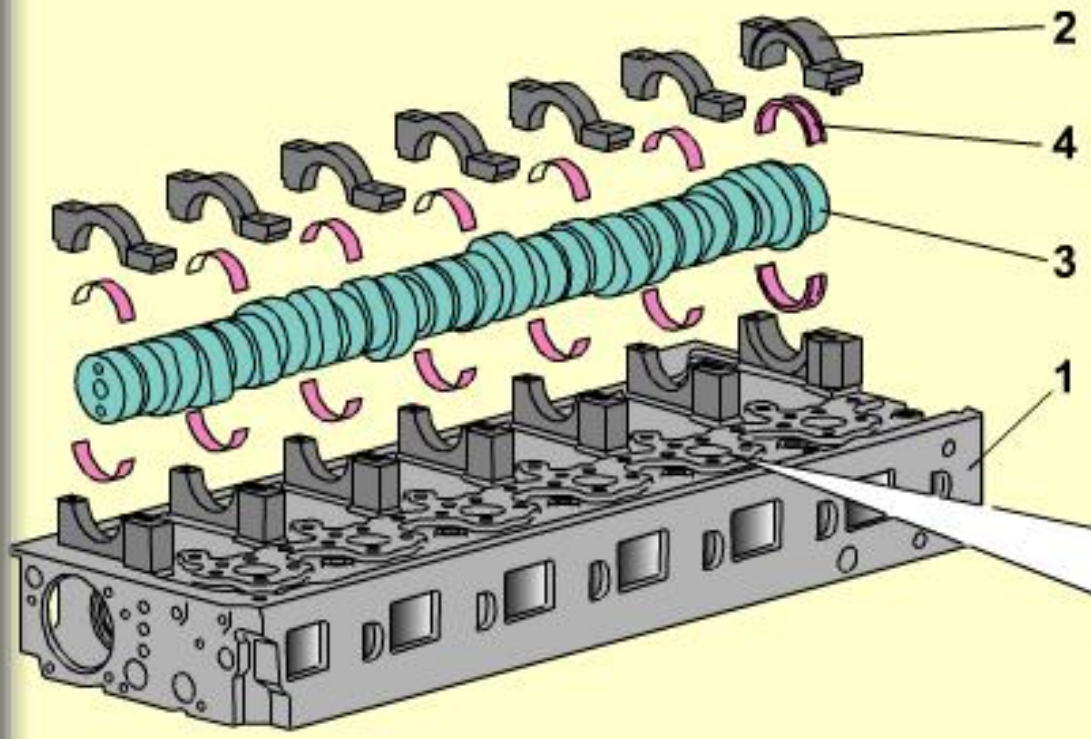
On the front end of the crankshaft is a hub for attaching the hydraulic oscillation damper/belt pulley (7).

The crankshaft timing gear (5) is screwed onto the rear end hub and

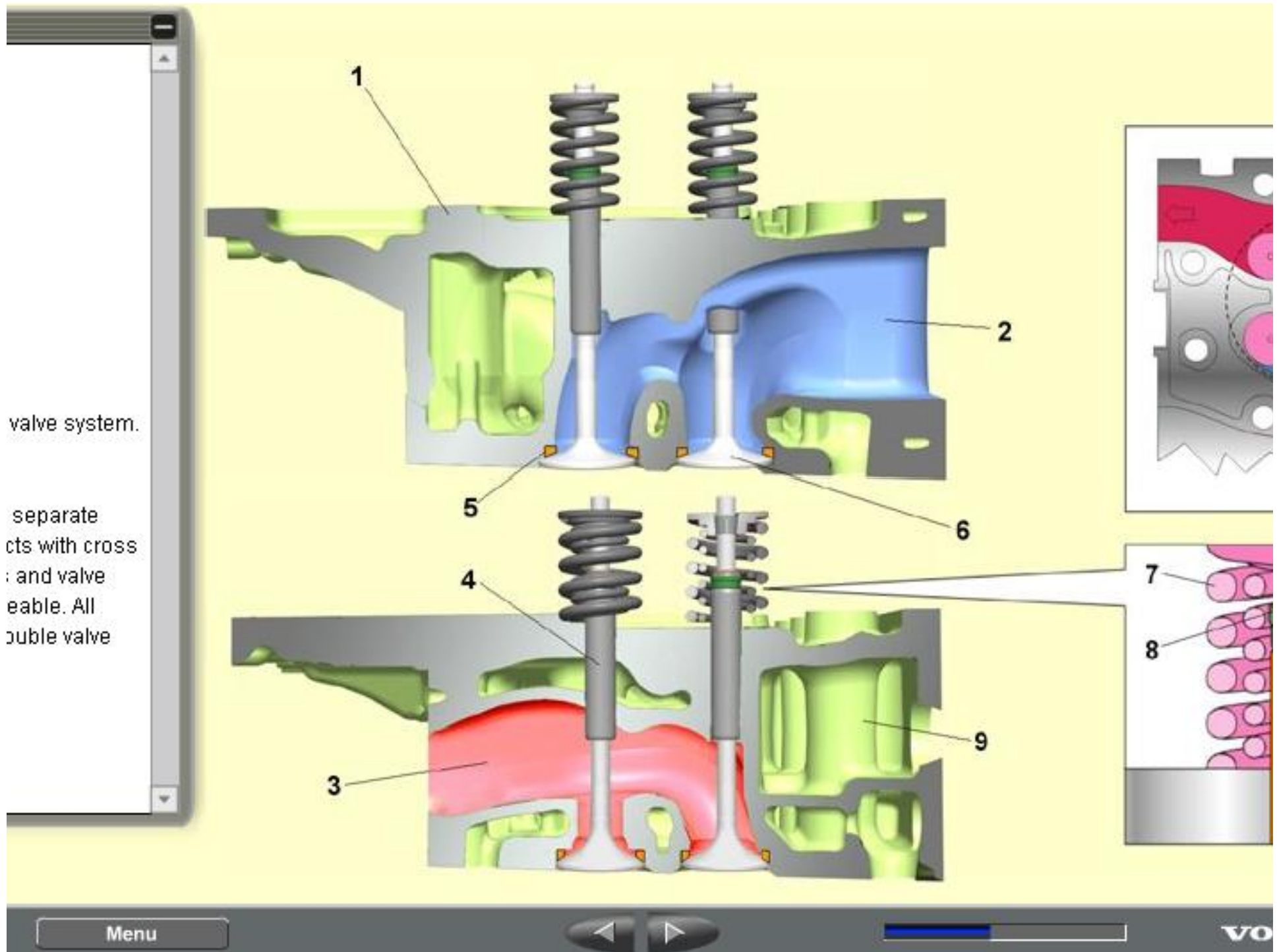


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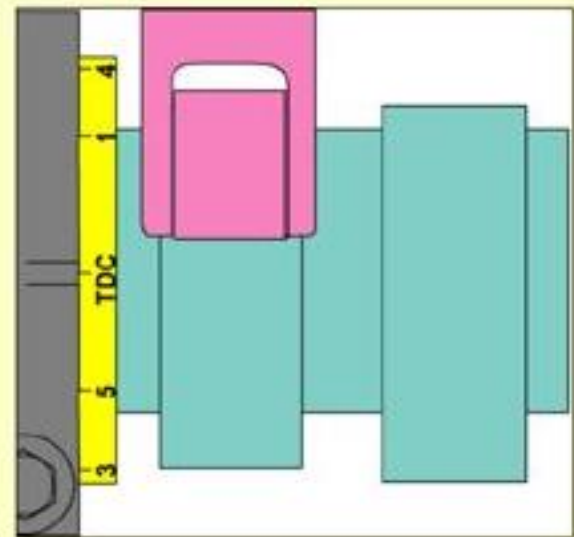
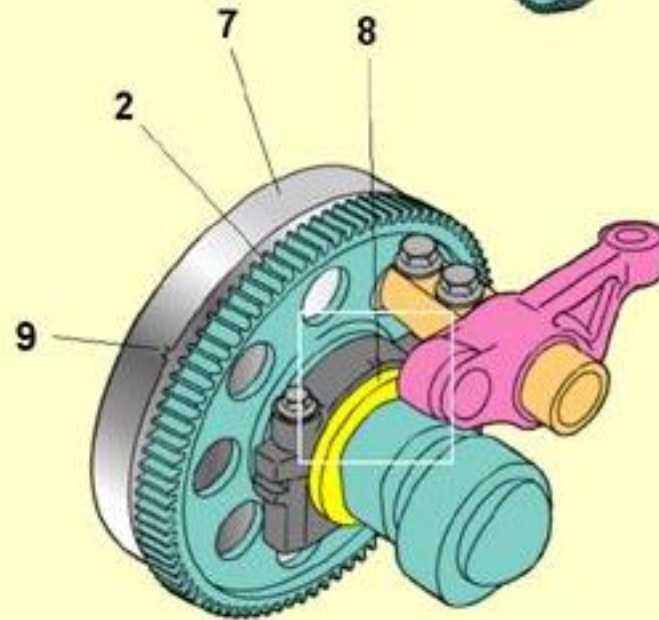
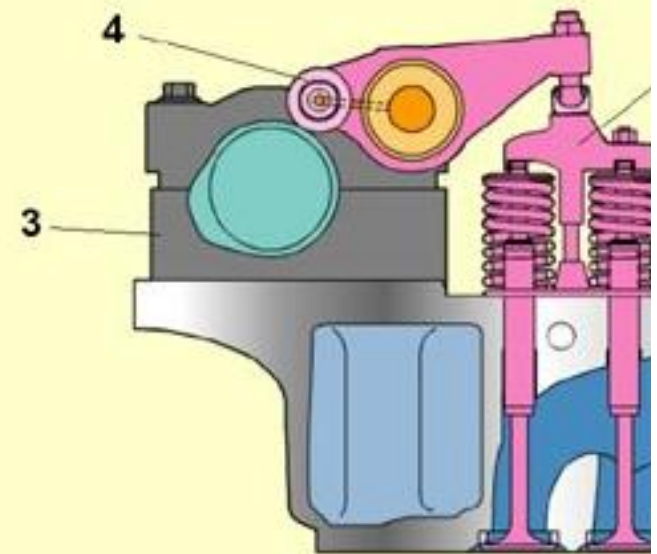
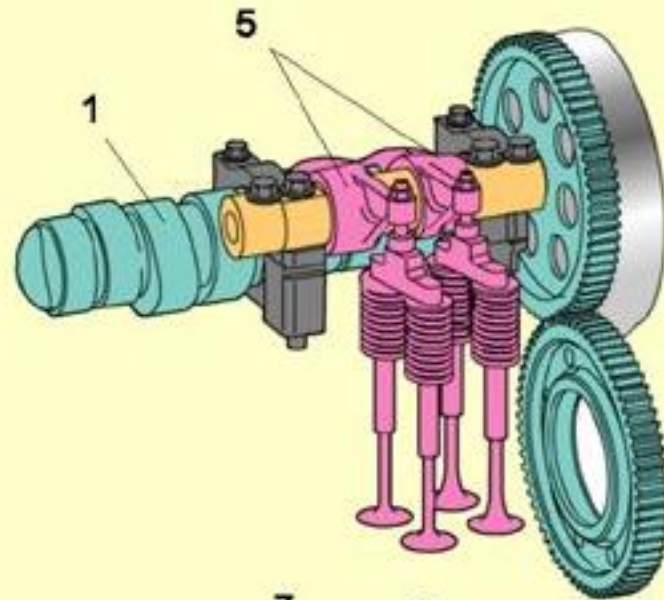
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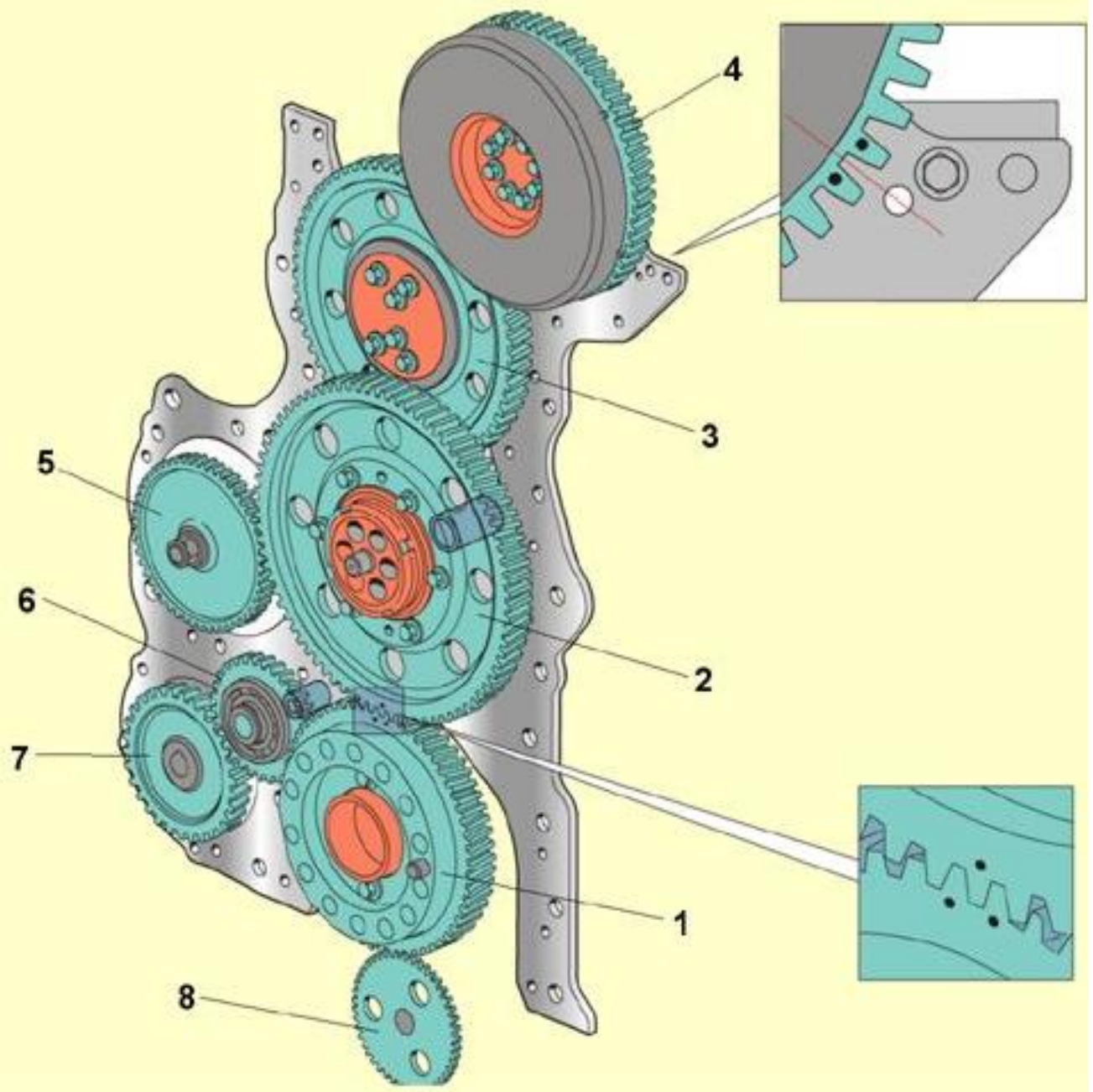
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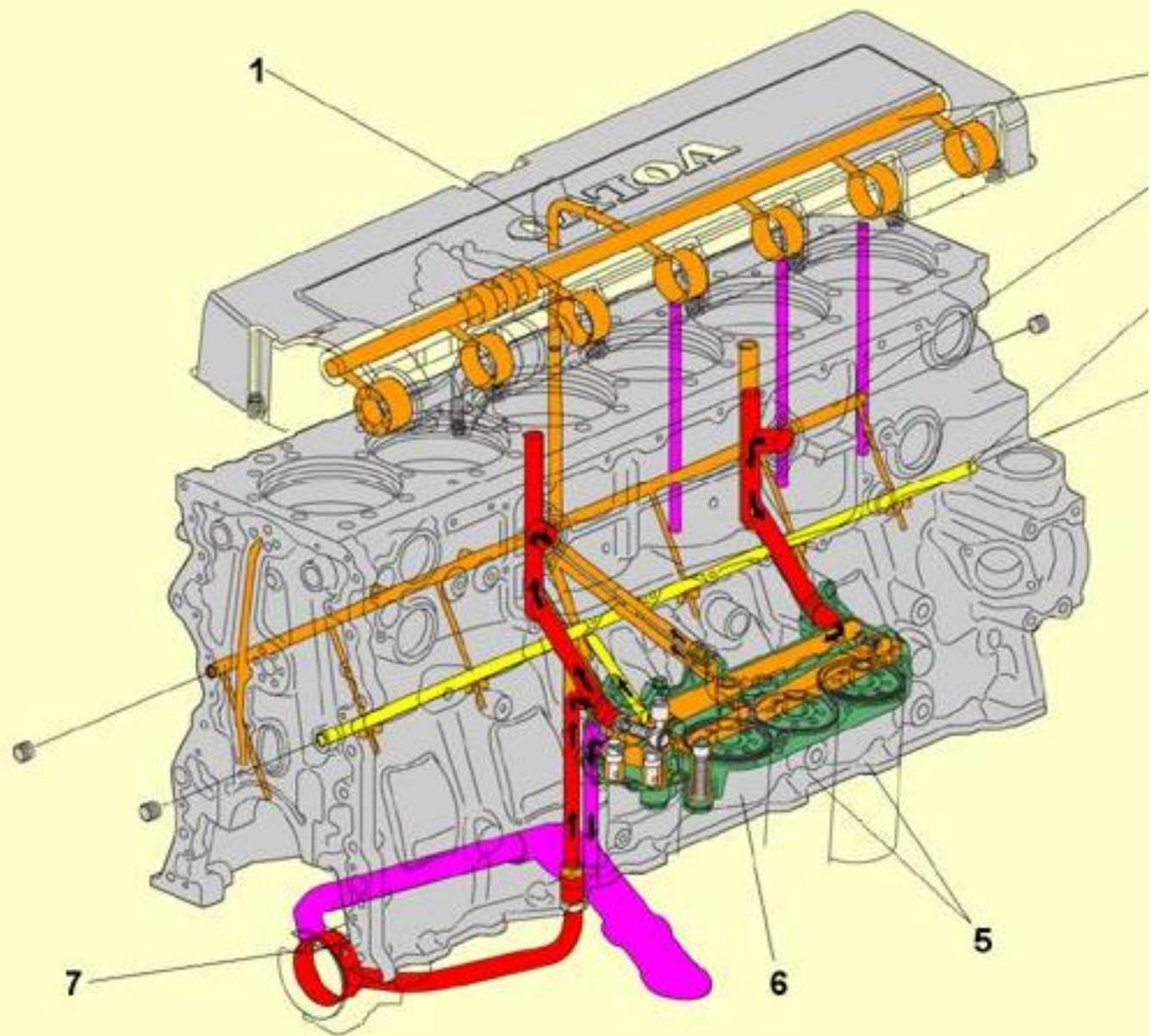


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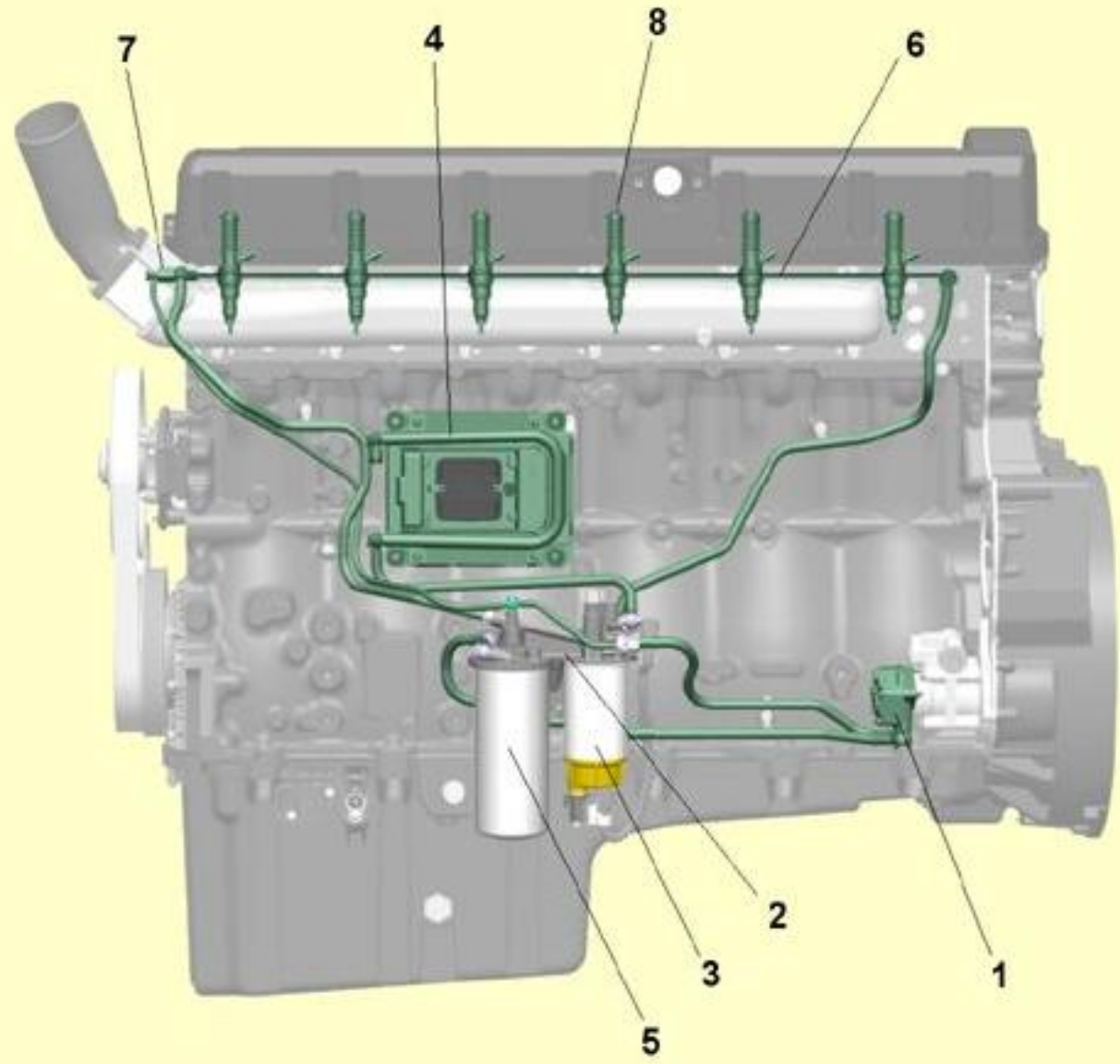
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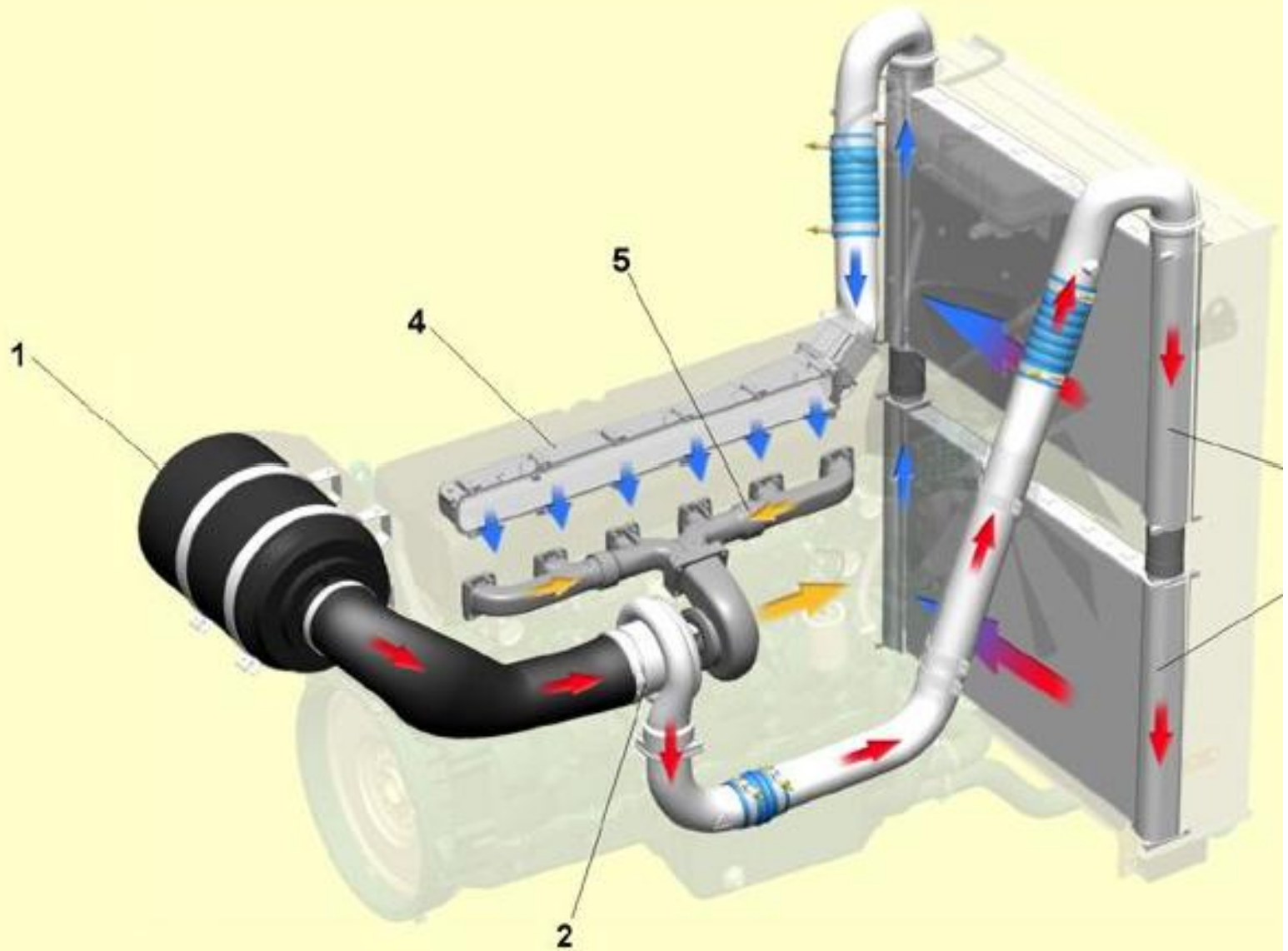


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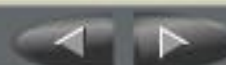
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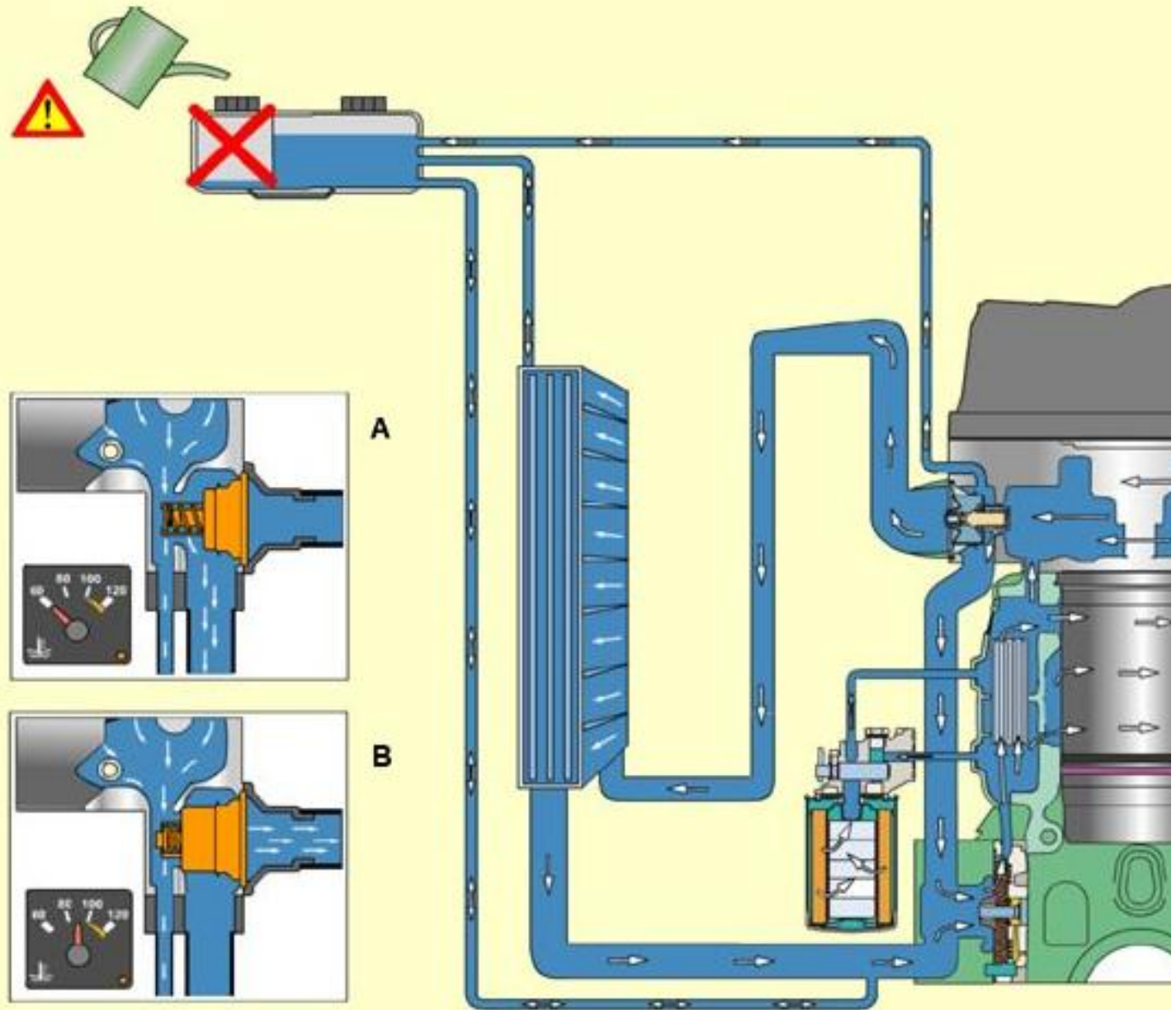


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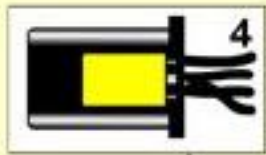
4 volt, 2-pole



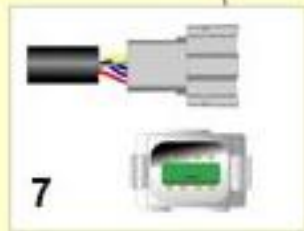
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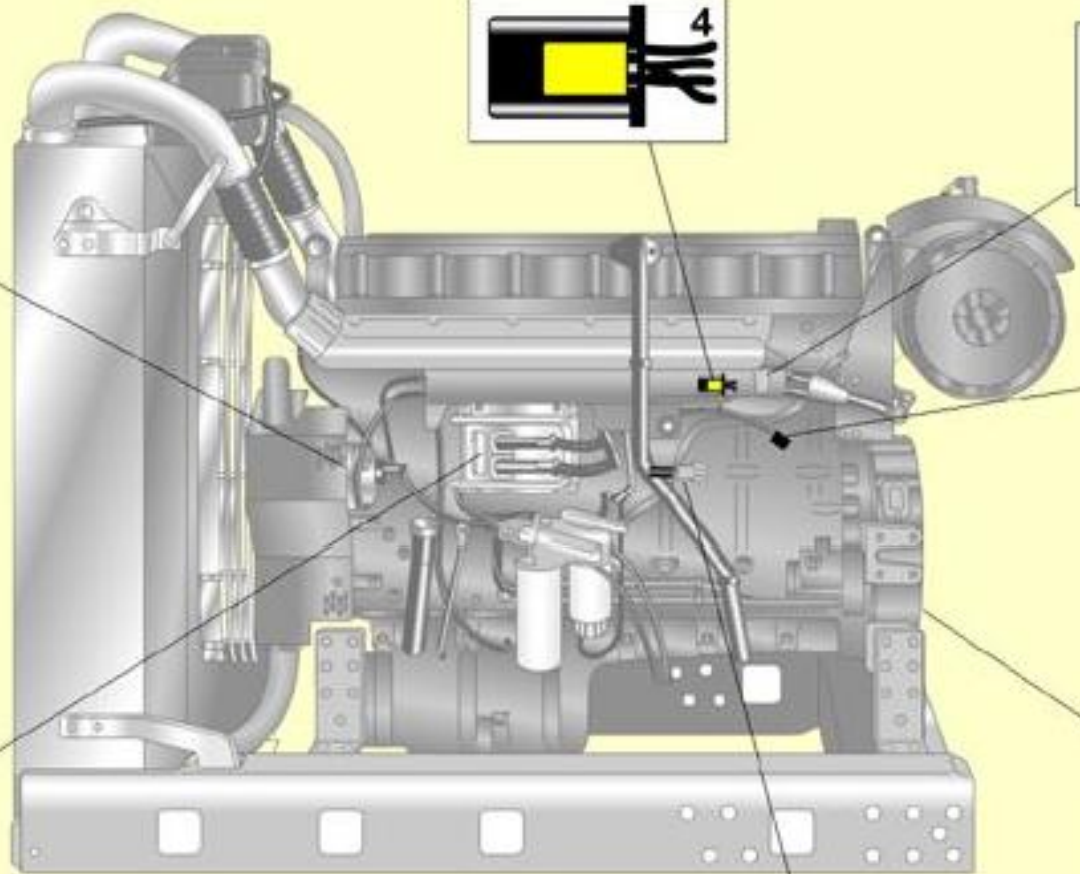
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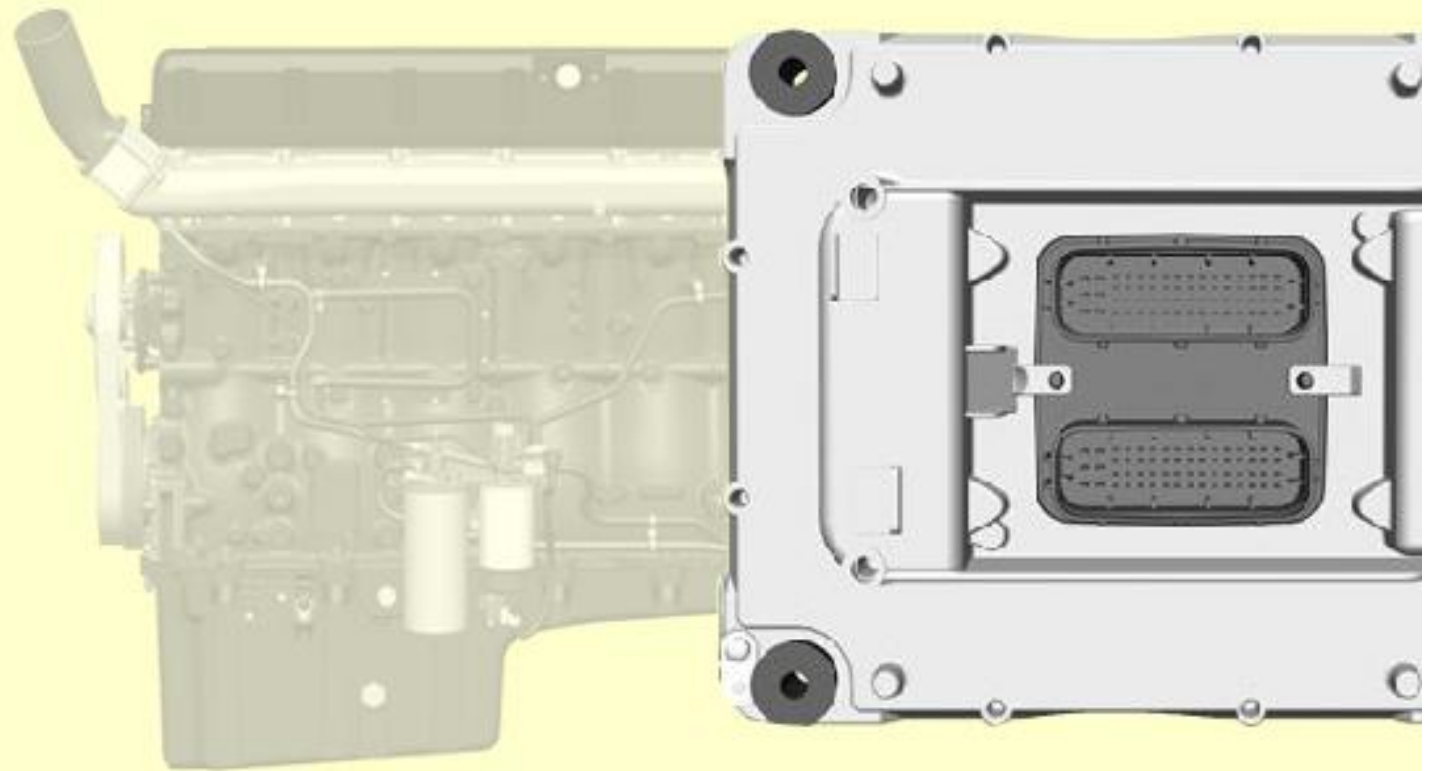


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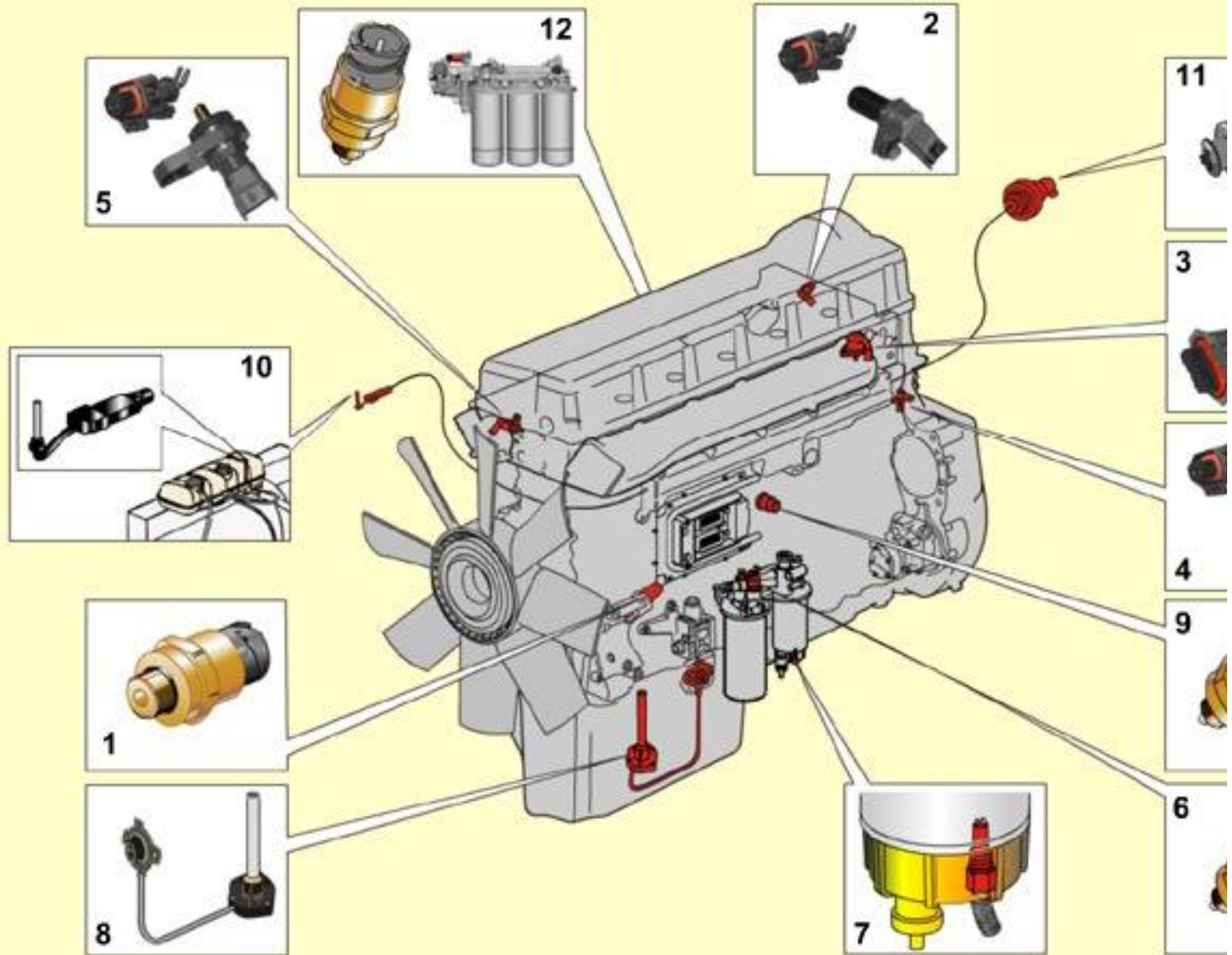
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